

# Institute of Transportation Engineers Inc.

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## Western District Director

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**To:** Mr. Christopher Calfee, Senior Counsel - [CEQA.Guidelines@ceres.ca.gov](mailto:CEQA.Guidelines@ceres.ca.gov)  
Governor's Office of Planning and Research (OPR)  
1400 Tenth Street, Sacramento, CA 95814

**From:** Monica M. Suter, International Director (ID) 

**Subject:** LOS Alternatives

Thank you for the opportunity to provide input on LOS Alternatives related to SB 743.

The Institute of Transportation Engineers (ITE) is an international organization of transportation professionals: transportation planners and engineers, traffic engineers, and urban planners. This helps provide access to a variety of knowledge, experience and perspective from members, world-wide. As an International Director, I'm elected to serve on the ITE International and Western District Boards and am Co-Chair of the new ITE Advocacy Committee. This new law and the development of new transportation metrics are of great interest to our members and the travelling public we serve.

I also work for the City of Santa Ana in California where we have 64 organized neighborhoods. We provide transportation, community, pedestrian and bicycle projects for a variety of stakeholders including businesses. Parking and neighborhood programs are also strongly desired by our residents. From 26 years of transportation experience, the public typically wants a combination of mobility, safety, efficiency and effective transportation options. Also, communities generally expect transportation professionals to protect them from what they believe affects their quality of life including: "traffic and parking intrusion."

The City has Transit Oriented Development (TOD) in progress. These TOD areas are transitioning over time as development occurs. Once the completed mix of complimentary land-uses and enhanced transit alternatives exist, the public's travel mode-choices may alter. Meanwhile, transit availability is inconsistent across jurisdictions and some service lines were impacted by budgets cuts in urban areas.

In tracking the variety of perspectives and comments on this significant law, much focus and priority has been given to it by many of our members. Each member is working hard to contribute to the request from OPR and I expect that some ITE members will submit individual comments. The Western District of ITE has also established an **SB 743 Task**

**Force** that will be submitting a separate comment letter that represents a consensus of California ITE members. It is also the official position of the Western District on this matter.

As a whole, our members (transportation professionals) do recognize, support, and appreciate the value of successful mixed-use, transit-oriented development (TOD) and understand that there can be shared parking savings as well as higher internal trip capture rates. When done effectively, this can reduce the amount of total traffic generated by combined vs. stand-alone developments. We are also simultaneously challenged to respond to the demands from all transportation users and stakeholders. Further, the combination and manner in which mixed-use development is designed, can greatly affect the amount of internal trip capture yielded in Transit Priority Areas.

Another view expressed by some of our members, is that we need to be less “car-centric” and include consideration of how roadway improvements can adversely impact pedestrians, bicyclists and transit. Future metrics that more fully evaluate the combined impact to all transportation users, in a more “holistic” and weighted manner, may help address this issue. Additional transit standards and guidance information has been requested from within our membership. I’ve forwarded this to ITE International, to see if new projects or partnering opportunities may be appropriate to help respond to these additional focus areas.

Consensus for modified procedures, once developed, can be obtained with outreach to the public and transportation profession. New policies and procedures may involve longer and shorter-term projects. Typically, new standards and guidance go through a significant vetting process. Much volunteer effort over time was invested to develop existing metrics that continue to be field verified. Going forward, collaborative opportunities with OPR, ITE’s Western District SB 743 Task Force, ITE International projects, and other organizations can be considered to capture emerging trends. Most would agree with the overall goal to move more people, safely and efficiently and to also reduce the total amount of travel required.

In working directly with the public, there continues to be an expectation that transportation planners and engineers continue to address traffic congestion. Future metrics can expand the tools and perspective on methods to appropriately achieve this. Alternative modes can move more people compared to vehicles. Still, cultural change can take time. Meanwhile, the public is likely to expect vehicular traffic congestion to also be addressed.

Air quality and emission reductions can be achieved by providing:

- Additional successful mixed-use TODs through land-use development and zoning
- Additional and more efficient transit options
- Optimized signal timing to reduce unnecessary delay
- Additional pedestrian and bicycle facilities & appropriately applied lane-narrowing
- Vehicular and bicycle sharing options
- Additional rail alternatives
- Implementation of successful road diets with consensus & community support
- Relief to critical “bottlenecks” that can be mitigated (turning & other priority lanes)
- Additional funding for all of the above

I concur with the **SB 743 Task Force** letter. We look forward to working collaboratively with OPR. Thank you.